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1970

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

96601

VF-114/PEK:cx

5700

Ser 161

8 JUN 1971

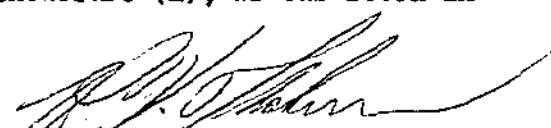
From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Chief of Naval Operations (OP-05A5G)

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History, Calendar
Year 1970; submission of

Ref: (a) OPNAVINST 5750.12

Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1970

1. The subject command history, enclosure (1), is submitted in
accordance with reference (a).



R. H. THALMAN

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OPNAV (OP-09B9)

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10 Change of Command
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OCTOBER

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6 Departed CONUS for WESTPAC
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16 Inport Pearl Harbor, Hawaii
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NARRATIVE

During the first seven months of Calendar year 1970, the "Aardvarks" of Fighter Squadron ONE HUNDRED FOURTEEN served under the leadership of Commander Malcolm N. GUESS, USN. On 10 July, Commander Robert H. THALMAN, USN, relieved Commander GUESS at a formal Change of Command ceremony held at NAS Miramar, California.

Fighter Squadron ONE HUNDRED FOURTEEN, with a complement of approximately 250 enlisted personnel, 34 officers and 13 F4J "Phantom II" aircraft is normally deployed aboard the USS KITTY HAWK (CVA-63) as a component of Attack Carrier Air Wing ELEVEN. During retraining cycles ashore, as was the case until November this year, the squadron is based at NAS Miramar, California where extensive ground and airborne training is conducted in preparation for redeployment to the Western Pacific.

Although the F4J was originally designed as an all weather fighter interceptor, the requirements of the Vietnamese War have considerably modified the mission and tasks of the squadron. In addition to the interceptor role, the Phantom II has proved to be an outstanding multiple purpose weapons system. The versatility of the aircraft enables the squadron to fly many varied missions including Combat Air Patrol, weather reconnaissance, photo escort, both visual and all weather buddy bombing, maintaining throughout the air to air intercept capability.

In 1970 Fighter Squadron ONE HUNDRED FOURTEEN spent ten months home ported at NAS Miramar undergoing an extensive training cycle which included six weeks aboard the USS KITTY HAWK for carrier/weapons refresher training, carrier operations off the coast of Southern California, and detachments to MCAS Yuma, Arizona and NAAS Fallon, Nevada for conventional weapons delivery training. The squadron deployed to the Western Pacific on board USS KITTY HAWK in November for its fifth combat cruise in Southeast Asia.

Following the first full holiday period at home in six years the "Aardvarks" started the New Year off with a thorough back-in-the-saddle program. During the first week of flying the emphasis was primarily on Air Intercept Training (AIC) with the final intercept terminating in one on one Air Combat Maneuvering (ACM). For the remainder of January the AIC/ACM program progressed from squadron sections flying against each other to ACM involving dissimilar aircraft, in particular, a week each of A6 opposition from VA-52 and F-8 aircraft from several squadrons stationed at NAS, Miramar.

The first two weeks of February were devoted entirely to the squadron's Integrated Weapons Systems Review (IWSR). The IWSR is a new concept for training in which all aspects the avionics and ordnance systems of the F4J were covered in theory of operations, on-the-job-training, calibration and trouble shooting techniques. Technical representatives from pertinent companies and qualified members of COMFAIRMIRAMAR staff were on hand to supervise implementation of the program and to provide expert assistance.

Flight crews were also instructed by qualified personnel on the various systems and flight tested aircraft as each of six Phantoms completed the calibration and ground checks. The remaining aircraft were subjected to IWSR prior to calendar check. The long hours and hard work put forth by the squadron on the IWSR provided outstanding training for maintenance personnel and was a significant factor in the Aardvark's outstanding aircraft availability throughout 1970.

Following the IWSR the Aardvarks continued AIC/ACM and conducted Sparrow and Sidewinder missile shoots at the Pacific Missile Range. During the last half of February 30 AIM-7 Sparrows and 28 AIM-9 Sidewinder missiles were expended by squadron aircrews.

The first week of March found the Aardvarks flying AIC training hops in the afternoon with the mornings utilized for lectures and review of conventional weapons delivery techniques in preparation for the upcoming detachment to MCAS Yuma.

On 8 March the squadron departed Miramar to twelve days of conventional weapons training at MCAS Yuma, Arizona. Despite the many and diversified operational commitments, approximately 30 sorties per day were flown. Aircraft availability was remarkably high during this deployment.

After twelve days of intensive bombing, rockets and air-to-air gunnery with Mark 4 gun pods the squadron returned to Miramar on the 20th. The Aardvarks enjoyed a three day weekend prior to commencing a general aircraft systems review the 24th. The squadron finished the month with the NATOPS examination 30 March.

During the first ten days of April squadron aircrews flew training hops on the electronic warfare range at Fallon, Nevada. These hops provided aircrews with a realistic and invaluable opportunity to study the F4J electronic warfare installation in operation over a simulated high threat environment. A particularly beneficial feature of the flight was the ability of the range to provide a variety of "canned" runs.

The squadron spent two days reviewing conventional weapons and on the 16th scored an "outstanding" on the Conventional Weapons Technical Preparedness Inspection (CWTFPI) Exam.

The remainder of April aircrews worked on the visual identification intercept (VID). Due to the requirements in WESTPAC to have a visual identification on an unknown aircraft before missile launch the Aardvarks devised the 120° VID. Essentially the lead or eyeball aircraft maneuvers to cross the flight path of the unknown aircraft with 120 degrees track crossing angle with as much speed as possible. The shooter aircraft is positioned $2\frac{1}{2}$ to 3 miles in trail of the eyeball aircraft, and displaced vertically by at least five thousand feet. Properly flown the 120 VID insures a shot on the initial pass regardless of the bogey maneuver. Although a demanding maneuver VF-114 adapted and has successfully employed the 120 VID in training.

The Aardvarks continued with ACM training the early part of May as well as some "straight and level" airways navigation/instrument check hops. At the conclusion of every sortie, fuel permitting, the aircrews utilized the AN/ASW-25 data link system of the F4J and the SPIN-10 system at Miramar for automatic carrier landing system (ACLS) approaches. Following a sufficient number of Mode II approaches (mode of the ACLS in which the pilot manually flies the horizontal and vertical needles presentation) Mode 1A, "hands off" approach to one half mile, were flown.

The squadron departed NAS Miramar 12 May for two days of low level navigation training that took them to Luke AFB, Buckley Air National Guard Base, Mountain Home AFB and NAS Alameda. Returning to Miramar aircrews participated in air to surface missile shoots with the AIM-7 Sparrow III and Zuni rockets during the daylight hours and practiced intercepts as well as ACLS at night. From the 25th through the 29th the squadron underwent a highly successful competitive exercise, COMPEX, at the Pacific Missile Range with AIM-7 and AIM-9 missiles.

The Aardvarks were given the chance to "bend the aircraft" the first half of June in ACM with opposition provided by TA4-F aircraft from VF-126. In addition, air refueling hops were scheduled with A-4 tanker aircraft from VC-7 and EKA-3's from NAS Alameda.

During the week of June 13, 1970, VF-114 engaged in ECM exercises with the EKA-3 and acquired valuable lessons on the AWG-10 electronic warfare capability. The squadron also received ground and flight familiarization with the FOCUS missile and conducted FMLP.

Tasked by COMNAVIAIRLANT, on 19 June VF-114 assumed the hot pad duty at NAS Key West in support of our interests in the Caribbean and fulfilled this commitment through the end of the month. The squadron rotated three detachments to Key West in the interest of minimizing time away from home. While performing the primary mission of five minute alert fighters the Aardvarks conducted air to surface missile shoots with the AIM-7, Sparrow III and Zuni rockets using Patricia target in the Dry Tortugas. The results of this exercise were exceptional, particularly gratifying were the twelve of thirteen sparrow firings assessed as direct hits. This information valuable data for possible fleet wide use.

During the first week in July the squadron worked intensely on AIC in preparation of a COMPEX which lasted from the fifth to the ninth of July. Between this COMPEX (July) and the earlier one in May, 14 pilots qualified with AIM-7 Sparrow and ten won "E"s. Six pilots qualified with SW and won the "E".

On 10 July the Squadron Change of Command was held on the parade grounds at NAS Miramar. Commander R. H. THALMAN relieved Commander M. N. GUESS as skipper of the fighting Aardvarks and a page in the history of VF-114 came to a close.

The squadron underwent its Administrative and Material Inspection July 13-14 by COMFAIRMIRAMAR and received an overall grade of 95.26, an adjective grade of Outstanding. The next two days were devoted to conventional weapons ground training and carrier qualification on board USS KITTY HAWK.

The command deployed 19 July with Attack Carrier Air Wing ELEVEN to NAAS Fallon, Nevada for twelve days of conventional weapons training. Of particular interest is the fact that VF-114 placed third in the Air Wing Bombing Derby with the squadron circular error probability (CEP), topped only by two full system A-7 squadrons.

Returning from NAAS Fallon the squadron flew AIC hops and ECM hops against the EKA-3B for the first week in August. 12 August found the Aardvarks flying to KITTY HAWK operating off the coast of Southern California, for two days of carrier qualifications.

Following intensive liaison and planning between VF-114 and the 318 Fighter Intercept Squadron (FIS), the first of three detachments for the ACM program at McChord AFB, Washington departed Miramar 16 August. The F4/F-106 ACM was highly beneficial for all concerned and the Air Force upheld its reputation for being a gracious host.

The squadron returned to Miramar 21 August for AIC and our final FMLP prior to day and night flight carrier qualifications on KITTY HAWK. The Aardvarks moved aboard ship the 28th and departed for Carrier Qualifications off the coast of Southern California 31 August.

VF-114 and Attack Carrier Air Wing ELEVEN began cyclic operations on 11 September, using a one hour and forty-five minute cycle time. It is important to note that VF-114 was instrumental in proving the feasibility of flying a one hour forty-five minute cycle time with only the centerline tank. In addition to decreasing the inherent aft center of gravity problem during the initial launch phase, aircraft performance is improved and ordnance load is increased with a minimum of maintenance effort.

The Squadron flew its last missile shoot before deploying in October and another BQM-34 was splashed. For the remainder of October the Aardvarks flew ACM and maintained their proficiency "on the ball" with day and night FMLP.

The squadron ferried the aircraft to NAS North Island in preparation for load aboard 2 November. KITTY HAWK departed for WESTPAC on the morning of 6 November.

Arriving in the Hawaiian operating area on the eleventh, five days were spent in refresher flight operations and preparation for the Operational Readiness Evaluation (ORE) before entering Pearl Harbor on 16 November. Following one day inport for ship refueling and aircrew briefing the HAWK returned to the Hawaiian Operating area for the final ORE. On the evening

of 18 November LT (b) (6) USN, (b) (6) pilot, and LT (b) (6) (b) (6) USN, (b) (6) RIO, were forced to eject when their F4J BuNo 157244 caught fire immediately following catapult launch due to a bridle slap which ruptured the central line tank. Both crew members were recovered free from injury. Returning to Pearl Harbor 19 November the Aardvarks enjoyed two days in the Fiftieth state before departing for Subic Bay, 21 November.

The ship entered Subic Bay on the morning of 3 December and moored at the carrier pier NAS Cubi Point for two days. During this time additional supplies were brought on board and squadron aircrews attended briefings and the Jungle Evasion Survival School (JEST).

The HAWK departed Subic for two days refresher operations in the Philippine waters before arriving on Yankee Station and commenced the first line period 8 December.

For the last eleven days of the line period, which ended 29 December, the KITTY HAWK fulfilled the operation commitments as the only carrier on Yankee Station. It is noteworthy that this was the first time since 1965 that there has been only one carrier at Yankee Station.

The ship arrived at Cubi Point on the 31st of December in time for the Aardvarks to "usher out the old and ring in the New Year."

ROSTER OF OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>SERVICE NUMBER</u>	<u>DATE REPORTED</u>	<u>DATE TRANSFERRED</u>
(b) (6)	CWO3	(b) (6)	23 SEP 67	
	LT		1 JAN 68	21 JAN 70
	LCDR		13 APR 68	29 APR 70
	LT		28 APR 68	2 SEP 70
	LTJG		30 APR 68	20 FEB 70
	LCDR		25 JUN 68	31 JUL 70
	LT		27 JUN 68	18 AUG 70
	LCDR		28 JUN 68	
	LT		19 AUG 68	
	LT		13 SEP 68	
	LT		02 OCT 68	
(b) (6)	LT		06 OCT 68	
	LT		28 OCT 68	
(b) (6)	CDR		29 OCT 68	10 JUL 70
	LCDR		18 DEC 68	
	LT		23 DEC 68	
	LT	(b) (6)	24 DEC 68	
	CDR		11 SEP 69	
	LT		18 SEP 69	
	CDR		23 SEP 69	
	LT		25 SEP 69	
	LT		08 OCT 69	
	LT		06 NOV 69	
	LT		12 NOV 69	
	LT		13 NOV 69	
	LT		19 NOV 69	
(b) (6)	LTJG		04 DEC 69	
	LTJG		23 DEC 69	
	LT		24 DEC 69	
	LT		09 FEB 70	
	LTJG		17 FEB 70	
	LTJG		20 FEB 70	
	LTJG		24 FEB 70	
	LTJG		26 FEB 70	
	LTJG		04 MAR 70	
	LTJG		06 APR 70	

ROSTER OF OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>SERVICE NUMBER</u>	<u>DATE REPORTED</u>	<u>DATE TRANSFERED</u>
(b) (6)	WO1	(b) (6)	30 APR 70	
	LT		09 JUL 70	
	LT		15 JUL 70	
	CDR		07 AUG 70	
	LT		20 NOV 70	

Enclosure (1)

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AME3	(b) (6)	28 OCT 68	05 JAN 70
	AO2		29 SEP 66	05 JAN 70
	AN		20 OCT 69	05 JAN 70
	AE2		06 JAN 70	05 JAN 71
	AE1		19 JUL 69	07 JAN 70 Release
	ADJ1		07 JAN 70	06 MAR 71
	TN		07 JAN 70	
	ATR3		27 DEC 68	12 JAN 70
	AMS1		10 APR 69	15 JAN 70 Release
	AMH2		04 DEC 68	15 JAN 70 Release
	AN		01 AUG 68	15 JAN 70 Release
	YN1		01 JAN 70	03 APR 70
	AE3		01 JAN 70	
	TN		02 JAN 70	
	AE3		26 MAR 69	05 JAN 70
	ADCS		19 JAN 70	
	PN1		15 SEP 66	20 JAN 70
	AMS1		06 DEC 69	20 JAN 70
	ADJ2		23 JAN 70	
	AN		23 JAN 70	03 APR 70
	AE2		26 JAN 70	05 JAN 71 Released
(b) (6)	AQ2	(b) (6)	18 MAR 68	26 JAN 70 Released
	AN		30 JAN 70	28 MAY 70
	DK1		30 JAN 70	21 NOV 70
	DK2		18 SEP 69	02 FEB 70

Enclosure (8)

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AN	(b) (6)	26 SEP 67	10 FEB 70
	AKL		10 FEB 70	
	AN		11 FEB 70	28 MAY 71
	AN		12 FEB 70	15 OCT 70
	AQC		12 SEP 69	
	AMS2		20 FEB 70	
	AOL		20 FEB 70	
	ADJ2		26 FEB 70	
	AMEAN		26 FEB 70	
	AQC		23 AUG 67	26 FEB 70
	AME2		30 MAY 69	26 FEB 70
	AA		27 FEB 70	
(b) (6)	YNL		27 FEB 70	02 NOV 70
	AN	(b) (6)	27 FEB 70	31 JUL 70
	AEAN		27 FEB 70	
	PN3		03 DEC 68	27 FEB 70
	AQ2		01 MAR 70	
	ADJAN		02 MAR 70	
(b) (6)	AQ1		12 APR 68	02 MAR 70
	AME3		06 MAR 70	
	SN		01 OCT 69	10 MAR 70 Release
	ATN2		07 SEP 67	10 MAR 70 Release
	ADJ3		12 MAR 70	02 NOV 70 Release
	AMS3		13 MAR 70	02 OCT 70 Release
	AQ2		13 MAR 70	

Enclosure ()

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AME1	(b) (6)	13 MAR 70	03 MAR 71
	AME2		26 JUN 67	13 MAR 70 Release
	AME3		16 OCT 68	13 MAR 70
	A03		15 MAR 70	24 AUG 70
	PR2		29 JUL 66	19 MAR 70
	ADJ3		20 MAR 70	
	AE3		20 MAR 70	28 AUG 70 Release
	ADJ2		18 MAR 68	23 MAR 70
	AMS3		24 MAR 70	01 JUN 70 Release
	ADJ3		09 OCT 68	25 MAR 70
	AQ1		22 APR 67	27 MAR 70
	AMH1		22 MAR 67	30 MAR 70
	ADJ2		22 APR 67	31 MAR 70
	PN3		31 MAR 70	27 MAY 70 Release
	ADJAN		31 MAR 70	25 MAY 70 Release
	A03		31 MAR 70	
	AMS3		11 MAY 69	01 APR 70 Release
	AMH2		26 JUN 67	01 APR 70 Release
	PR2		20 JAN 69	01 APR 70 Release
	AN		03 AUG 67	01 APR 70 Release
	AQ3		14 AUG 67	01 APR 70 Release
	AMS2		26 SEP 69	01 APR 70 Release
	AN		01 APR 70	30 SEP 70
	AN		12 NOV 68	03 APR 70
	CS3		03 APR 70	04 MAR 71 Release

Enclosure (/)

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	CS3	(b) (6)	24 OCT 69	10 APR 70 Release
	A01		10 APR 70	24 AUG 70
	A01		23 DEC 68	14 APR 70
	AN		17 APR 70	
	AMSAN		17 APR 70	
	AT2		17 APR 70	
	AT3		27 MAR 70	
	AQ1		22 APR 70	
	AN		17 OCT 68	24 APR 70 Release
	ABFAN		24 APR 70	17 AUG 70
	AT2		27 APR 70	04 MAR 71
	AE2		11 SEP 69	01 MAY 70 Release
	AQ2		08 OCT 69	01 MAY 70 Release
	AMH3		21 NOV 69	01 MAY 70 Release
	ADJ3		05 MAR 69	01 MAY 70 Release
	AE2		16 OCT 68	01 MAY 70 Release
	AQ3		17 AUG 67	01 MAY 70 Release
	AMS2		12 DEC 69	01 MAY 70 Release
	SA		01 MAY 70	13 SEP 70 Release
	AMHAN		01 MAY 70	
	TN		05 MAY 70	
	ADJ3		08 MAY 70	
	AEAN		08 MAY 70	
	AT1		08 MAY 70	
	SD3		08 MAY 70	

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AME2	(b) (6)	10 MAY 70	
	AMH2		07 NOV 69	12 MAY 70
	AQAN		24 OCT 69	14 MAY 70
	SA		15 SEP 69	20 MAY 70 Release
	AN		25 MAR 70	09 JUL 70 Release
	SN		29 MAR 70	01 JUN 70 Release
	AT3		22 MAY 70	03 MAR 71 Release
	SN		22 MAY 70	
	SA		24 MAY 70	
	TN		07 JAN 70	25 MAY 70 Release
	AN		13 APR 69	28 MAY 70
(b) (6)	AN		04 SEP 68	28 MAY 70
	AN	(b) (6)	31 AUG 67	28 MAY 70
	AN		10 APR 69	28 MAY 70
	AN		07 NOV 69	28 MAY 70
	AA		09 SEP 69	28 MAY 70
	SA		03 DEC 68	01 JUN 70
(b) (6)	ADJ2	(b) (6)	20 JUL 67	01 JUN 70
(b) (6)	AMH3		15 DEC 68	01 JUN 70
	ADJ3	(b) (6)	26 SEP 69	01 JUN 70
	ADJ3		19 OCT 68	01 JUN 70
	PN3		31 DEC 68	01 JUN 70
	AT1		07 SEP 67	01 JUN 70
	HN1		06 SEP 68	01 JUN 70
	AOAN		02 JUN 70	

Enclosure ()

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AMS3	(b) (6)	05 JUN 70	02 NOV 70
	AMS2		05 JUN 70	
	AMH1		12 JUN 70	08 JAN 71
	AMS3		12 JUN 70	
	HML		15 JUN 70	
	ATR3		03 DEC 69	15 JUN 70
	AMH1		24 JUN 70	
	AO3		26 JUN 70	
	AEAN		29 JUN 70	
	ADJ2		15 SEP 69	30 JUN 70
	AMH1		01 SEP 67	30 JUN 70
(b) (6)	ADJ3	(b) (6)	30 SEP 67	30 JUN 70
	ADJ2		30 JUN 70	09 OCT 70
	ADJ3		30 JUN 70	
	ADJ1		08 DEC 67	01 JUL 70
	ADJ1		06 JAN 67	01 JUL 70
	ADJ1		24 DEC 69	01 JUL 70
	AE2		29 SEP 65	01 JUL 70
	ADJ1		26 SEP 69	01 JUL 70
	ADJ2		01 JUL 70	02 NOV 70 Release
(b) (6)	AT1	(b) (6)	01 JUL 70	
	AOC		01 JUL 70	
	ADJ2		01 JUL 70	30 OCT 70 Release
	AMS3		02 JUL 70	
	AT1		02 JUL 70	

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AMS2	(b) (6)	02 JUL 70	
	ADJ1		21 OCT 66	06 JUL 70
	AMH3		17 AUG 67	09 JUL 70 Release
	AN		13 JUN 69	09 JUL 70 Release
	ATN2		18 DEC 68	09 JUL 70 Release
	AMS1		09 JUL 70	
	HN		26 JUN 69	10 JUL 70
	SA		13 JUL 70	23 OCT 70
	ADJ3		13 JUL 70	09 OCT 70
	AOAN		14 JUL 70	02 NOV 70
	AE3		26 JUN 67	15 JUL 70
(b) (6)	ADJ3		16 JUL 70	
	AMS2	(b) (6)	16 JUL 70	
	AEAN		24 JUL 70	
	AEAN		24 JUL 70	
(b) (6)	AE2		24 JUL 70	
	AQCS		20 DEC 69	27 JUL 70
	AMS2		26 JUN 67	27 JUL 70
	AMH2		27 JUL 70	
	AN		25 DEC 69	31 JUL 70
	ASE3		26 NOV 69	31 JUL 70
	AN		04 DEC 68	31 JUL 70 Release
	AMS3		31 JUL 70	
	AQ2		31 JUL 70	
	PRC		07 SEP 67	01 AUG 70

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AME3	(b) (6)	06 AUG 70	
	AMHAN		07 AUG 70	
	AQ3		07 AUG 70	
	AMHAN		07 AUG 70	
	AMH3		07 AUG 70	
	CS3		07 AUG 70	
	AME1		09 AUG 70	
	AOC		05 MAR 67	10 AUG 70
	AMCS		14 AUG 70	
	ADJ3		15 AUG 70	
	AMCS		11 OCT 68	17 AUG 70 Release
	HM3		19 AUG 70	
	AQAN		21 AUG 70	
(b) (6)	AMHAN		21 AUG 70	
	AMS3		26 AUG 70	
	AE2		21 DEC 67	28 AUG 70 Release
	AMS3	(b) (6)	31 MAR 67	28 AUG 70 Release
	AQ2		14 AUG 67	28 AUG 70 Release
	AZ3		25 OCT 68	28 AUG 70 Release
	AME3		29 AUG 70	
	AMS3		31 AUG 70	
	AE3		31 AUG 70	
	AN		06 FEB 69	01 SEP 70 Release
	ADJ3		31 OCT 69	01 SEP 70 Release
	ADJ1		03 JUL 63	01 SEP 70 Release

Enclosure (1)

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AO3	(b) (6)	15 DEC 68	01 SEP 70
	ADR3		04 SEP 70	
	AE3		04 SEP 70	
	AK3		31 MAR 67	04 SEP 70 Release
	AFCM		11 SEP 70	
	AKAN		12 SEP 70	
	AMS2		14 SEP 70	
	AQ1		14 SEP 70	
	AN		06 FEB 69	25 SEP 70 Release
	AN		26 JUN 67	25 SEP 70 Release
	AO3		26 JUN 67	25 SEP 70 Release
	AE3	(b) (6)	19 SEP 69	25 SEP 70 Release
	AN		27 FEB 70	25 SEP 70 Release
	AQ3		26 JUN 67	25 SEP 70 Release
	AK3		31 MAR 67	25 SEP 70 Release
	AE3		26 JUN 67	25 SEP 70 Release
	AT2		30 SEP 69	25 SEP 70 Release
	AN		02 APR 67	25 SEP 70 Release
	AN		01 APR 70	30 SEP 70
	AZ3		24 SEP 70	
	AQ3		25 SEP 70	
	ADJ3		25 SEP 70	
	ADJ2		28 SEP 70	
	ADR2		29 SEP 70	
	PR2		29 SEP 70	

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	ADJ3	(b) (6)	30 SEP 70	
	AZ3		30 SEP 70	
	ADJ3		16 NOV 67	30 SEP 70
	AEC		30 OCT 67	01 OCT 70
	ADJAN		02 OCT 70	
	AQ2		02 OCT 70	
	ATAN		02 OCT 70	
	AEAN		02 OCT 70	
	AE3		02 OCT 70	
	AEAN		02 OCT 70	
	ADJ2		02 OCT 70	
	AE3		24 DEC 68	02 OCT 70 Release
	ADJ3		05 OCT 70	
(b) (6)	PR1		06 OCT 70	
	AQ1		07 OCT 70	
	AQ2		09 SEP 69	09 OCT 70 Release
	YN3		23 OCT 68	09 OCT 70
	AE1		14 OCT 70	
	AQ3		09 OCT 68	15 OCT 70 Release
	AMH3		10 JUL 68	15 OCT 70 Release
	AT3		20 DEC 68	15 OCT 70 Release
	YN2		31 MAY 69	15 OCT 70 Release
	SN		24 JAN 68	15 OCT 70 Release
	AMH3		10 JUL 68	15 OCT 70 Release
	AN		14 NOV 69	15 OCT 70 Release

Enclosure (1)

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	ATN2	(b) (6)	31 OCT 67	10 FEB 70 Release
	AT1		30 OCT 67	02 NOV 70
	AMH2		17 OCT 68	02 NOV 70
	AN		21 NOV 69	02 NOV 70
	AVCM		18 MAR 68	02 NOV 70
	PNC		28 JUN 68	02 NOV 70
	ADJ2		12 SEP 69	04 NOV 70 Release
	ADJ3		05 NOV 70	
	AOL		05 NOV 70	
	AE1		06 NOV 70	
	AZ1		01 NOV 69	19 NOV 70
	AA		17 OCT 69	21 NOV 70 Release
(b) (6)	AC2	(b) (6)	08 SEP 69	05 NOV 70
	AMS1		03 DEC 70	
	AMH3		03 DEC 70	
	ASMAN		03 DEC 70	
	AMH3		08 DEC 70	
	AMS3		11 DEC 70	
	PN2		30 DEC 70	
	AE2		06 JAN 70	05 JAN 71 Release
(b) (6)	AE2	(b) (6)	26 JAN 70	05 JAN 71 Release
	ADJC		26 OCT 66	06 JAN 71
	PN3		14 NOV 69	17 JAN 71
	ADJ1		07 JAN 70	24 JAN 71
	AT3		09 FEB 69	31 JAN 71

Enclosure ()

<u>NAME</u>	<u>RATE</u>	<u>SERV NO.</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AT3	(b) (6)	09 FEB 69	31 JAN 71
	AMEAN		18 DEC 68	31 JAN 71
	AZ2		16 DEC 67	11 JAN 71
	YN2		03 MAY 67	22 FEB 71
	AME1		13 MAR 70	03 MAR 71
	ADJAN		03 AUG 67	03 MAR 71
	AN		19 DEC 69	04 MAR 71
(b) (6)	AN		27 JUL 67	05 MAR 71
	AMH1		18 MAR 68	06 MAR 71
	AK3		30 OCT 68	06 MAR 71

Enclosure (1)

FLIGHT STATISTICS FOR 1970

<u>MONTH</u>	<u>SORTIES</u>	<u>TOTAL HOURS</u>	<u>NIGHT HOURS</u>	<u>TOTAL TRAPS</u>	<u>NIGHT TRAPS</u>
JANUARY	300	299.9	19.5	-	-
FEBRUARY	227	393.0	72.5	-	-
MARCH	412	424.6	42.3	-	-
APRIL	330	465.6	9.1	-	-
MAY	289	441.9	73.9	-	-
JUNE	283	446.5	94.7	-	-
JULY	279	425.2	83.9	28	-
AUGUST	245	321.9	40.2	101	21
SEPTEMBER	329	499.8	91.7	360	93
OCTOBER	138	238.3	38.8	59	17
NOVEMBER	122	242.2	36.8	107	25
DECEMBER	364	770.0	251.3	349	179

ORDNANCE EXPENDED 1970

<u>MONTH</u>	<u>MK-82</u>	<u>MK-83</u>	<u>CBU-24</u>	<u>20MM</u>	<u>ZUNI</u>	<u>2.75</u>	<u>MK-76</u>	<u>ATM-7</u>	<u>ATM-9</u>
JANUARY	-	-	-	-	-	19	6	1	1
FEBRUARY	-	-	-	-	-	24	34	30	28
MARCH	406	-	-	10540	123	442	1066	-	-
APRIL	24	-	-	-	-	-	-	-	-
MAY	-	-	-	-	-	-	-	11	3
JUNE	-	-	-	-	109	-	-	13	-
JULY	130	32	-	-	-	475	1246	6	4
AUGUST	-	-	-	-	-	-	-	-	-
SEPTEMBER	36	-	-	-	-	-	35	1	2
OCTOBER	32	-	-	-	-	-	16	4	-
NOVEMBER	10	-	-	-	-	-	50	3	-
DECEMBER	829	-	20	-	-	-	-	-	-
TOTALS	1467	32	20	10540	232	1030	2423	69	38

BIOGRAPHY OF COMMANDER MALCOLM N. GUESS

Commander Malcolm N. GUESS was born in (b) (6) on (b) (6) (b) (6) the son of (b) (6). He entered the Navy as a Naval Aviation Cadet in January 1953, reporting from graduate school at the (b) (6) where he had previously received an undergraduate BS degree. He was commissioned an Ensign and designated a Naval Aviator in August 1954.

In September 1954, Ensign GUESS reported to FITRON 102 (later redesignated VA-36) flying F9F-5 Panthers. While attached to VA-36, he was deployed to the Western Pacific from October until April 1956 in Air Task Group 201 aboard the USS BENNINGTON.

Upon completion of sea duty in July 1958, Lieutenant GUESS was assigned temporarily to the Naval Air Technical Training Center, Memphis, Tennessee, for training in Electronic Maintenance and further assigned in December 1958 to Training Squadron 24 as a Flight Instructor in F9F-8 Cougars.

Returning to sea duty, Lieutenant GUESS was ordered to USS KITTY HAWK in January 1962 and served as Catapult Officer until November 1963.

After transitioning to the F4B, Lieutenant Commander GUESS reported to FITRON 114 aboard the USS KITTY HAWK as Operations Officer in June 1964 and completed one combat deployment to the Western Pacific.

At the completion of sea duty in June 1966, Lieutenant Commander GUESS reported to FITRON 121 where he served as Operations Officer and Executive Officer. In October 1968 Commander GUESS received orders to FITRON 114 as Executive Officer, deploying with the "Aardvarks" on a second combat tour.

Commander GUESS assumed command of the "Aardvarks" in September 1969.

Commander GUESS is married to the former (b) (6) of (b) (6) (b) (6) and resides with their children, (b) (6), and (b) (6) at (b) (6).

Biography of Commander Robert H. THALMAN

Commander Robert H. THALMAN, son of (b) (6) presently residing near (b) (6) won an appointment to the United States Naval Academy in 1950. He was commissioned an Ensign with the USNA Class of 1954, and was married to (b) (6) of (b) (6) in the Naval Academy Chapel on 5 June of that year. In August, Ensign THALMAN commenced flight training at Pensacola, Florida, and received his "Wings of Gold" in November, 1955.

His first set of orders as a Naval Aviator were to VC-61, redesignated VFP-61, at NAS Miramar. While attached to VFP-61, he was twice deployed to Western Pacific as a vean photographic reconnaissance pilot; in 1956-57, aboard the USS YORKTOWN, flying the F9F8P Cougar, and in 1958-59, aboard the USS MIDWAY, in the first F8U-1P Crusader detachment.

Upon completion of his second WestPac cruise, Lieutenant THALMAN went to VT-21 at NAAS Kingsville, Texas, as an advanced jet flight instructor. In July 1960, he returned to California and Postgraduate School in Monterey, graduating from the Weapons Systems Engineering course with a BSSE.

Two years later, Lieutenant THALMAN came back to Miramar and VF-124, the F-8 replacement air group, and subsequently to VF-154 with which he made his third SEASIA cruise in 1963 aboard the USS CORAL SEA.

In January 1965, Lieutenant Commander THALMAN commenced a thirteen month tour with VFP-63 from Miramar, and was the Officer in Charge of Detachment "G" on board the USS ORISKANY in WestPac.

Concluding his fourth sea tour in February 1966, he went to the United States Naval Test Pilot School in Patuxent River, Maryland, where he graduated as an Engineering Test Pilot in October of that year. He was then assigned to the Anti-Air Warfare Branch, Weapons Systems Test Division at Naval Air Test Center, where he served as a project test pilot and branch head until February 1969.

Commander THALMAN returned once again to Miramar and VF-121, where he transitioned to the F-4J. Then in September, he reported aboard as the Executive Officer of "Fighting One Fourteen." To date, the Executive Officer has earned the Distinguished Flying Cross, 8 Air Medals, 2 Navy Commendation Medals with the Combat "V", Navy Unit Commendation, National Defense Medal with 1 star, the Armed Forces Expeditionary Medal (Quemoy-Matsu), and the Vietnam Service Medal with 1 star.

Commander THALMAN is presently residing in (b) (6) with his wife and three boys, (b) (6) and (b) (6).

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

**FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA**

96601

**ZOT-GRAM 1
1 December 1970**

Dear Wives, Parents, and Fiancées,

The Aardvarks have finally departed Hawaiian waters and the western extremes of the USA in their great trek to the Western Pacific. This ZOT-GRAM, and if the Post Office can stand the burden, others to follow, are intended as a bit of over-view news and plans as seen from the squadron Captain's chair. After our long and thorough training cycle in good old San Diego, the Aardvarks of Fighting 114 deployed as part of the USS KITTY HAWK/Attack Carrier Air Wing ELEVEN combat ready team to take our turn in the U. S. SEVENTH Fleet on station in the Western Pacific. An 80,000 ton carrier, nearly 100 airplanes, and over 4000 men make the HAWK an effective and formidable force for defense of the free world we love. Our squadron is charged with defending the ship or other friendly forces from attack from hostile aircraft, day or night, fair weather or foul; maintaining air superiority in a contested or combat area to allow our attack and support aircraft to transit safely to and from target or other areas; providing an armed escort for reconnaissance aircraft in hostile areas; and when needed, to deliver bombs in an attack role day or night in clear weather. To professionally execute these many and demanding roles, VF-114 is equipped with the F-4J Phantom II, all-weather supersonic fighter, without much doubt the finest air to air weapons system in the world today. To operate and maintain these highly sophisticated and expensive weapons systems, extremely rigorous training, quick hands and quick minds, and tireless, dedicated work by every man in the outfit is demanded. Toward that end we have fifteen talented two-man aircrews, each man of whom has had years of intensive aviation training, and over two hundred skilled maintenance technicians, administration and personnel specialists, cooks, stewards, pay clerks, hospital corpsmen, etc. Each has his own job, and every job must be done if the whole unit is to say, "We're ready Uncle Sam for whatever task we may be assigned". For the last year, this tremendous squadron has been worked and molded into the effective combat ready unit that I am and you must be proud of and confident in as we head west on our capable ship, KITTY HAWK. Looking back, I wish to extend my most sincere appreciation for the forbearance, understanding, moral support and encouragement that came from you loved ones at home when the hours were long, the suppers got cold, the dates were cancelled, leave plans had to be changed, et al. Airplanes are great sophisticated, temperamental birds of metal, and develop aches and pains that must be treated at all hours, and all days. To be able to truly say, "We are ready for sea, sir" has demanded many extra hours and great flexibility from all of us. Everyone pitched in and did his part, we are ready for sea, and overall it was a pretty enjoyable year getting ready. The Aardvarks are proud of their squadron, and rightly proud of their own expertise, and you all helped to make it possible.

Enclosure (1)

6 November was the day we waved final good-bye at North Island. Arriving in the Hawaiian area on the 11th, VF-114 joined the rest of the air wing in refresher flight operations for 5 days, spent one day in port getting briefings while the ship was refueled, then went back out for the next two days for the final Operational Readiness Evaluation. The exercise went smoothly for the Aardvarks except for one unfortunate incident on the night of the 18th, when one of our birds caught fire after being catapulted off the ship. The crew, LT (b) (6) and LT (b) (6) were forced to eject themselves from the airplane and parachute down. Thanks to superb training and perfect operation of all their escape equipment, neither man was injured. The airplane that was lost, was lost due to no fault of anyone in the squadron and marked the only accident in over one and one half years. We intend to improve on that record starting now.

The 19th and 20th were spent in historic Pearl Harbor, with primary emphasis on exploring the "Aloha State", and just relaxing a bit. From now until New Year's Eve it's going to be serious work for the Aardvarks. The training days are over, and our presence is needed in WESTPAC. Soon we will be relieving another carrier that has done her tour, and is ready to go home. One day will be spent enroute in Subic Bay, Philippines, in early December, then we're "on the line".

Just prior to our November 6 deployment the Aardvarks received three new enlisted personnel and a new Radar Intercept Officer. Bachelors ADJ3 (b) (6) and AT1 (b) (6) reported aboard VF-114 on November 5 and November 6 respectively. AO1 (b) (6) reported aboard on the fifth of November. (b) (6) wife, (b) (6) resides at (b) (6) (b) (6). Although new to VF-114, LT (b) (6) comes to us with highly respectable credentials, as he spent the previous two years with VX-4 at Pt. Mugu. LT (b) (6) wife, (b) (6) lives at (b) (6) (b) (6).

It seems VF-114 has a cast of four new dependents since our November 6 deployment. LT (b) (6) wife, (b) (6) gave birth to a boy whom they promptly named (b) (6). It seems as though LT (b) (6) knew it was a boy months ago. (b) (6) lives at (b) (6) (b) (6). AZ2 (b) (6) is the father of a (b) (6) baby boy named (b) (6) (b) (6) wife, (b) (6) resides at (b) (6) (b) (6). (b) (6) is the (b) (6) baby girl born to (b) (6) and (b) (6) (b) (6) on (b) (6) (b) (6) and her mother, (b) (6) live at (b) (6) (b) (6) wife of AE1 (b) (6) gave birth to a (b) (6) baby girl, (b) (6) (b) (6) and (b) (6) are presently addressed at (b) (6). As for the dependents influx, that's it for now.

Due to the normal rotation cycle VF-114 has also lost a few good men that helped us perform as smoothly as we did during our fourteen month turn around at Miramar. AZ1 (b) (6) has been transferred to COMFAIRALAMEDA. DK1 (b) (6) is presently at the Service School Command, NTC San Diego.

As you are probably aware, ADM Elmo R. ZUMWALT was appointed the new Chief of Naval Operations (CNO) on July 1, 1970. Since his appointment

the new CNO has been a busy man, particularly in the field of changing Naval Regulations and Traditions that are suspected of effecting reenlistment rates. Primarily these changes have come out in the form of Z Grams. For those of you who might have missed all or a portion of these Z Grams the following is a brief resume of the ones that could directly effect you.

1. Z Gram 4. Leave policy in conjunction with permanent change of duty orders.
2. Z Gram 5. 1st Class Petty Officers authorized civilian clothes aboard certain ships. To date this does not apply to USS KITTY HAWK.
3. Z Gram 6. Test program for air charter service to certain overseas ports.
4. Z Gram 7. Established a sponsorship program for newly ordered in personnel.
5. Z Gram 9. Meritorious Advancement for a small number of 1st Class Petty Officers and CPO's.
6. Z Gram 11. Allows certain enlisted personnel to remain on sea duty if they so desire.
7. Z Gram 13. Ordered CO's to grant 30 days leave to 50 percent of the crew following deployment overseas.
8. Z Gram 16. Provides BuPers aid to enlisted personnel desiring change of duty swaps.
9. Z Gram 17. Told all station check cashing facilities to raise the limit to \$50.00 a day.
10. Z Gram 20. Directs CO's of shore stations to provide washing and locker facilities for all Navy men.
11. Z Gram 22. Authorized shore commands to set up a system to improve living facilities, temporary lodgings, parking, trailer parks, etc.
12. Z Gram 23. Set up a CPO advisory group to the CNO.
13. Z Gram 24. Directed shore base CO's to establish procedures which gives Navy wives an opportunity to present complaints.
14. Z Gram 27. Limited routine operating time for East and West coast ships near their home ports.
15. Z Gram 29. Authorized ship CO's to grant 5 per cent leave while the ship is deployed overseas.
16. Z Gram 30. Provided guidance for officer's clubs.

17. Z Gram 32. Gives the Navy reenlistee the opportunity to arrange his own ceremony.

18. Z Gram 33. Directs CO's of activities with exchanges and commissaries to implement advisory boards.

19. Z Gram 36. Encourages improvement of standards of service facilities such as personnel, disbursing, dispensaries, etc.

20. Z Gram 38. Told CO's to eliminate or reduce as much as possible weekend routine work.

21. Z.Gram 39. Extended operating hours of 25 commissaries.


22. Z Gram 40. Ensured adequate check cashing facilities on bases paying by check.

23. Z Gram 43. Directed that the processing of travel, per diem, etc., claims be expedited.

This squadron during the pre-deployment training cycle has accumulated 4,219 flight hours and 535 arrested landings aboard ship. Since deployment 226.4 hours have been flown with 107 associated carrier landings. During the training cycle the squadron has shot over 100 air-to-air missiles at various airborne targets. No squadron has ever been more ready to safely and efficiently perform the fighter mission. You may be justly proud of your Aardvark in the Pacific.

Though in strictly a working environment on the line, the spirit of Christmas and thought of loved ones at home will surely be with the Aardvarks this month. We will write again to tell you of our Christmas and our first line period about the 1st of January. All the Aardvarks join me in wishing a Merry Christmas and a happy holiday season to all of you.

Faithfully and respectfully yours,


Robert H. THALMAN
Commanding

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

96601

ZOT-Gram 2
1 January 1971

Dear Wives, Parents, and Fiancees,

It's a New Year, and it promises to be a good one for the now combat-seasoned, carrier wise Aardvarks. When I wrote our first ZOT-Gram, we were just arriving in the Western Pacific, and eagerly looking forward to our first real operational test on the line off Viet-Nam. The Aardvarks had performed every possible training exercise and were confident in their ability to do whatever task they could be expected to perform. I am extremely pleased to report that our confidence has been justified to the fullest extent. Starting with the first day of operations and continuing to the end of the line period, VF-114 has looked like the proverbial "old pro" and has been the subject of several favorable comments by seniors in the chain of command who have seen several fighter squadrons operate out here. I, in turn, have been extremely pleased with the tremendous spirit shown by these men who are often called upon to work extra long hours and to whom that "little bit extra" seems to be the normal working pace.

Early in the morning of 3 December saw the KITTY HAWK moor at the carrier pier, NAS Cubi Point, in picturesque Subic Bay, Philippines, which is the main port of call and principal support base for the U. S. Navy ships of the 7th Fleet. It is located about forty miles north of Manila, has a fine, sheltered, natural deep water harbor, ship repair facilities, large supply and fuel storage capacity, and a Naval Air Station capable of filling all requirements of 7th Fleet aircraft units. The 3rd and 4th were spent at the pier, but this time there was little time available for liberty, shopping, and sight-seeing. It was busy, busy, busy for all hands. There were a lot of supplies to be loaded that are not available until arrival in WESTPAC, practically continuous briefings to attend, and one more school for the Aardvark aircrews. Each time a unit starts operating in a new area there are quite a few new rules and procedures to be learned, especially in this area. And it's always best if you can get the latest word from the guys that have been doing it every day. This port call offered the invaluable opportunity for our pilots and RIOs to attend the Jungle Survival School here at Cubi Point. It is very informative, and just might make the difference for someone that has to leave an airplane the hard way over the Laotian or Vietnamese terrain. Every Boy Scout should have a chance to go to this school. You really can make a fire by rubbing two sticks together! There was a little time for Christmas shopping runs to the exchanges, but to our chagrin, visits by three carriers in the previous two weeks had left the exchanges looking like the Thanksgiving turkey on the day after. I'm afraid many of us were disappointed on that score. So money was saved, anyway. On the 5th, the Hawk left Subic for a couple of days of refresher operations in the Philippine waters. For most it was the first flying since Hawaii. Starting on the 8th, Hawk and the Aardvarks were on Yankee Station, as the carrier operating position off Vietnam is

Enclosure (1)

called, involved in full scale combat and combat support operations. Flying hours were noon to midnight, varying to 1400 to 0200, and the inbetween hours were very fully utilized with airplane maintenance, underway ammunition replenishment, and the incessant airplane shuffling that is a way of life where space is so critically important. Every man responded to the demand for that extra effort that marks the topnotch outfit, and that is practically a trademark of the U. S. Navy in a combat situation. The demands were tough, but the response was determined and always equal to the occasion.

Though not everyone in our U. S. understands the role we play or the necessity therefore, let me assure you that this ship and her air wing are a very irritating thorn in the side of the Communist forces attempting to subjugate the peoples of all Indochina to their rule. Without the air strike capability of our 7th Fleet, the capability of our forces to stop or severely throttle the flow of war supplies and troops from NVN south would be sorely inhibited.

The last eleven days on the line were extra busy, as the Hawk was the only carrier out. Hancock and Ranger, the other two 7th Fleet carriers were relieved to go into port for the Christmas holidays. Ranger, in turn, relieved the Hawk on the night of the 28th so we could have our turn at a little well deserved Rest and Recreation. Christmas was a full working day, but with an excellent Christmas dinner, and a little Aardvark ingenuity, the spirit of Christmas was there, and it was indeed, a special day.

Totaling the statistics shows that during the month of December the Aardvarks flew 735 hours, with 349 carrier landings, over one-third of which were at night. Our young aircrews are fast becoming combat seasoned veterans having flown 317 combat missions this month. In addition to their primary fighter missions they have delivered 849 bombs during day and night strikes.

Doing all this flying has kept the Maintenance/Department very busy, of course. The Aardvark Maintenance personnel have performed in an outstanding manner in all respects. The availability of aircraft to meet scheduled events has been well above the fleet average, and it is due to the hard work and the long hours put in by our maintenance men that we have enjoyed this high rate of availability. It was noted with pride that our ordnance branch has completely met the challenge of a higher bomb count, and double the missile load of previous cruises, with fewer men than in the past. It is really an enjoyable challenge just trying to keep up with this hard charging bunch of men.

Since our last ZOT-Gram we have welcomed aboard five new Aardvarks. The bachelors are (b) (6) AMH3 from (b) (6) (b) (6) MSAN whose parents live in (b) (6) and (b) (6) AMH3 whose folks live in (b) (6) We also have 2 family men, (b) (6) AMSi whose wife (b) (6) and 2 year daughter, (b) (6) (b) (6) and (b) (6) AMS3 whose wife, (b) (6) and 10 month old baby, (b) (6) are living in (b) (6) (b) (6)

Also since our last ZOT-Gram we have had six of our Aardvarks advanced

in rate. (b) (6) was advanced on 1 November from AQF3 to AQF2 and (b) (6) from AE3 to AE2 also on 1 November. On the 1st of December we had four advancements, (b) (6) was advanced from AQFAN to AQF3, (b) (6) from AMSAN to AMS3, (b) (6) from AO3 to AO2 and (b) (6) from AQF3 to AQF2.

We had two of our career petty officers receive Good Conduct Awards. AMSC (b) (6), his third award and (b) (6) ADJ1, his fourth. It is with great pride that I am able to award them for the exemplary attitude and behavior that these men have shown throughout the years.

As with last time we have two junior Aardvarks making their presence felt. Born to (b) (6) and AN (b) (6) on 17 November 1970 is their daughter, (b) (6) and to LT (b) (6) and his wife, (b) (6) on 17 December 1970 their third child and second boy, (b) (6) Congratulations to both families.

This month we had the honor of awarding the "Aardvark of the Month" to ATN2 (b) (6). What follows is an excerpt from the letter of congratulations: "It is with extreme pleasure that I commend you on having been selected "Aardvark of the Month" for November 1970. While assigned to the Troubleshooter Branch of the Line Division you completed all assigned tasks in an outstanding manner. Your ability to diagnose malfunctions in the complex F-4J radio and navigation systems coupled with your thorough knowledge of the aviation electronics rating have made you an extremely valuable asset to this squadron. The fine example which you have set for your shipmates by your exemplary personal appearance and your cheerful willingness to help others has contributed immeasurably to the morale of this squadron." We in the squadron have a great admiration for those chosen as "Aardvark of the Month" as the competition is tough and only the truly outstanding men are chosen. Because all the Aardvarks have performed exceptionally well this makes the selection very difficult. Along with the letter and a squadron plaque the awardee is granted a 72 hour pass. Petty Officer (b) (6) flew off to Hong Kong for a couple of days and from all reports had a great time.

We're all looking forward to a good week at Cubi Point, where we will mix work and play, hopefully in about equal portions, and to a three day visit to Manila prior to going back out to pick up where we left off. I expect our next ZOT-Gram to be in the mail about the end of the first week in February, when I hope to report another successful line period.

In closing, each and everyone of you can be justifiably proud of your Aardvark, for he is performing admirably and is an important member of one of the best fighter squadrons in the Navy.

Best wishes for a Happy New Year.



R. H. THALMAN
Commanding